

Accessible Parking Design for Minnesota



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The information in this pamphlet is based on the Department of Justice's
2010 Standards for Accessible Design and North Dakota State Law
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Freedom Resource Center for Independent Living is not responsible for the enforcement of the ADA regulations or any other city, state or federal regulations that address accessibility and Accessible Design. This information has been compiled to assist individuals and organizations in making their properties, services and programs accessible to individuals with disabilities. This information is to be a guide and may or may not be all-inclusive. Please contact the Accessibility Specialist at Freedom for more information or assistance.

The ADA requirements apply to all local public (government) entities and private (business) entities. The 2010 Standards are based on the 2008 ADA Amendments Act. On March 15, 2012, compliance with the 2010 Standards was required for new construction and alterations. These requirements are the minimum needed for accessibility. State and local laws and building codes may be more stringent than ADA. If so, the more stringent codes must be followed.

ADA Requirements

Accessible parking spaces shall have an adjacent access aisle.

The access aisle shall connect with an accessible route to an accessible entrance. The parking space and access aisle shall be located as close as possible to the entrance.

Parking spaces and access aisles shall be level with slope not exceeding 1:50 (2%) in all directions.

A sign 60" above the ground displaying the International Symbol of Accessibility (ISA) shall be used to identify parking spaces.

Two parking spaces may share an access aisle.

The access aisle may be on either side of the vehicle. Typically the lift or ramp on most vans is on the passenger side. For this reason placing the access aisle on the passenger side of a van accessible parking space is preferred. For angled van parking the access aisle shall be on the passenger side.

Access aisles shall be marked to discourage parking in them. The method and color of marking are not specified. State and local regulations may apply.

Access aisles shall not overlap the vehicular way.

Van parking spaces and access aisles shall have at least 98" of vertical clearance.

The designation 'van accessible' is informative and not restrictive.

Additional Minnesota Requirements

Parking spaces will be identified by signs that include the International Symbol of Accessibility in white on blue.

If all spaces do not have 98" minimum vertical clearance, the spaces with 98" minimum vertical clearance shall be identified with "van accessible" signs.

Access Aisles shall be marked so as to discourage parking in them and be provided with the designation "no parking". The "no parking" designation shall be provided on a sign centered at the head end of the access aisle.

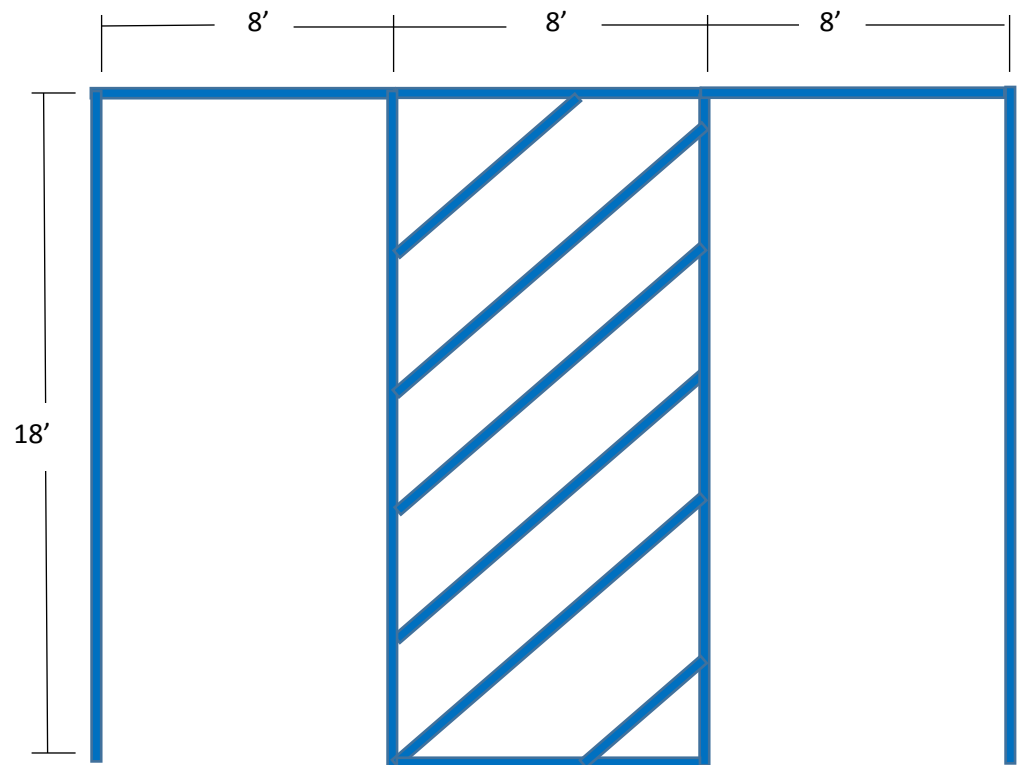
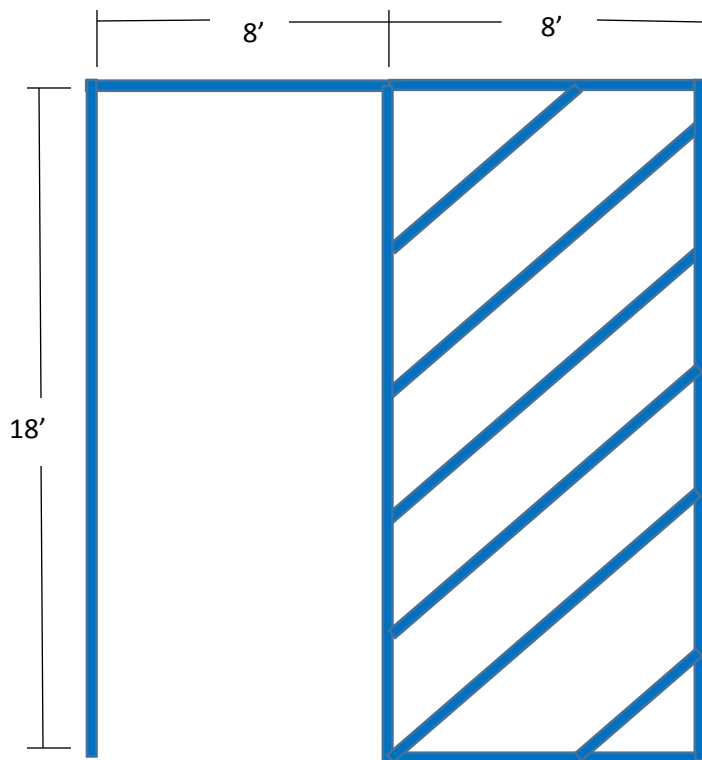
A sign must indicate that violators are subject to a fine of up to \$200.

Signs shall be centered at the head end of the space a maximum of 96" from the head of the spaces. And be mounted 60" minimum and 66" maximum from the floor of the space.

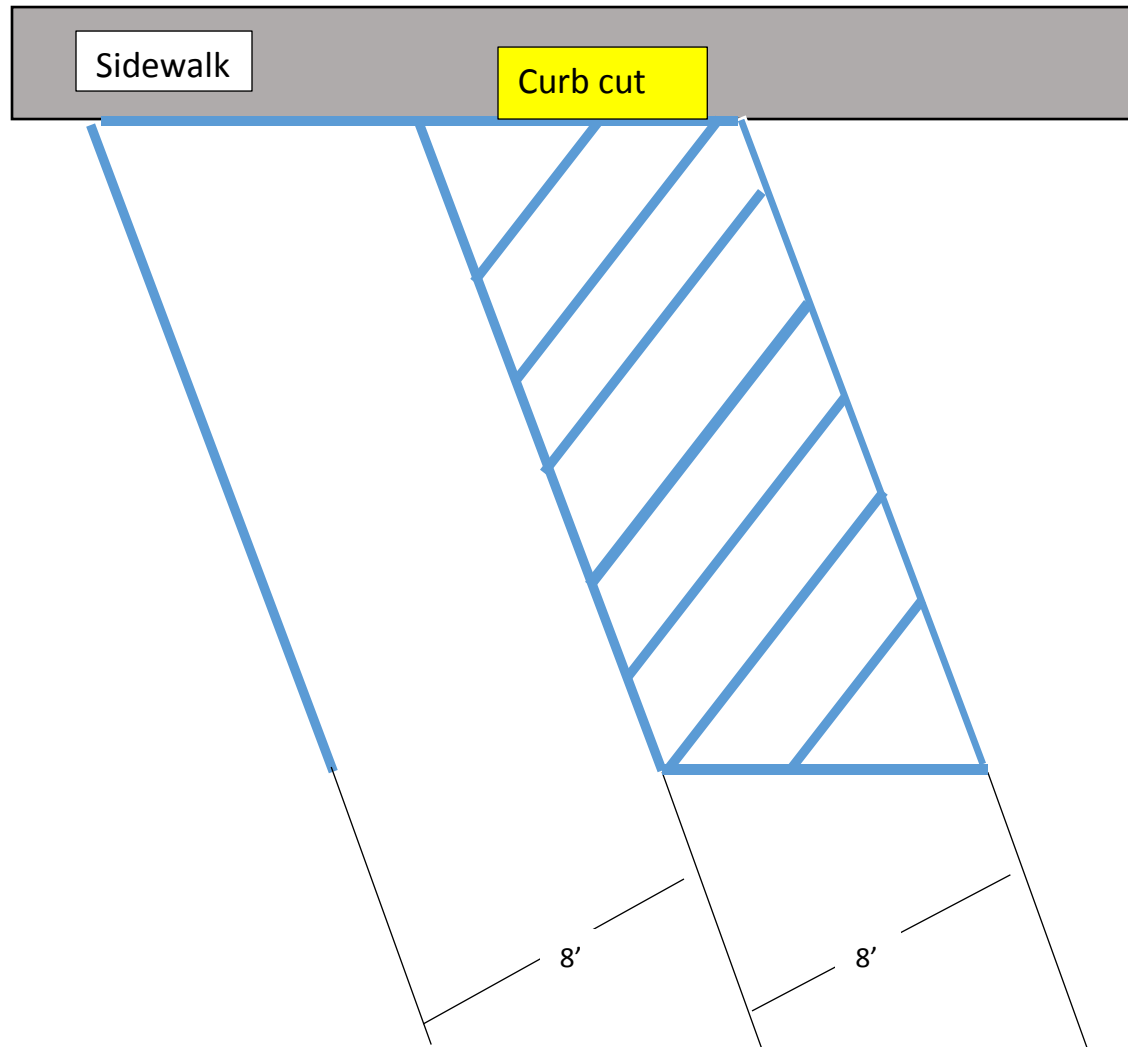
Accessible parking spaces for cars and vans shall be 8' (96") wide minimum with an 8' (96") wide minimum access aisle adjacent to the parking space. The access aisle may be on either side of the parking spaces. Two parking spaces may share an access aisle as shown in the diagram below. Measurements for the line spacing shall be made from the center of the line. If the access aisle or parking space is not adjacent to another parking space or access aisle, the measurement may include the full width of the line. Standard parking depth is 18', but is not specified by the 2010 Standards. While Minnesota does not require blue striping, blue striping may be used and helps identify the space.

A single accessible parking space

Two accessible parking spaces sharing an access aisle

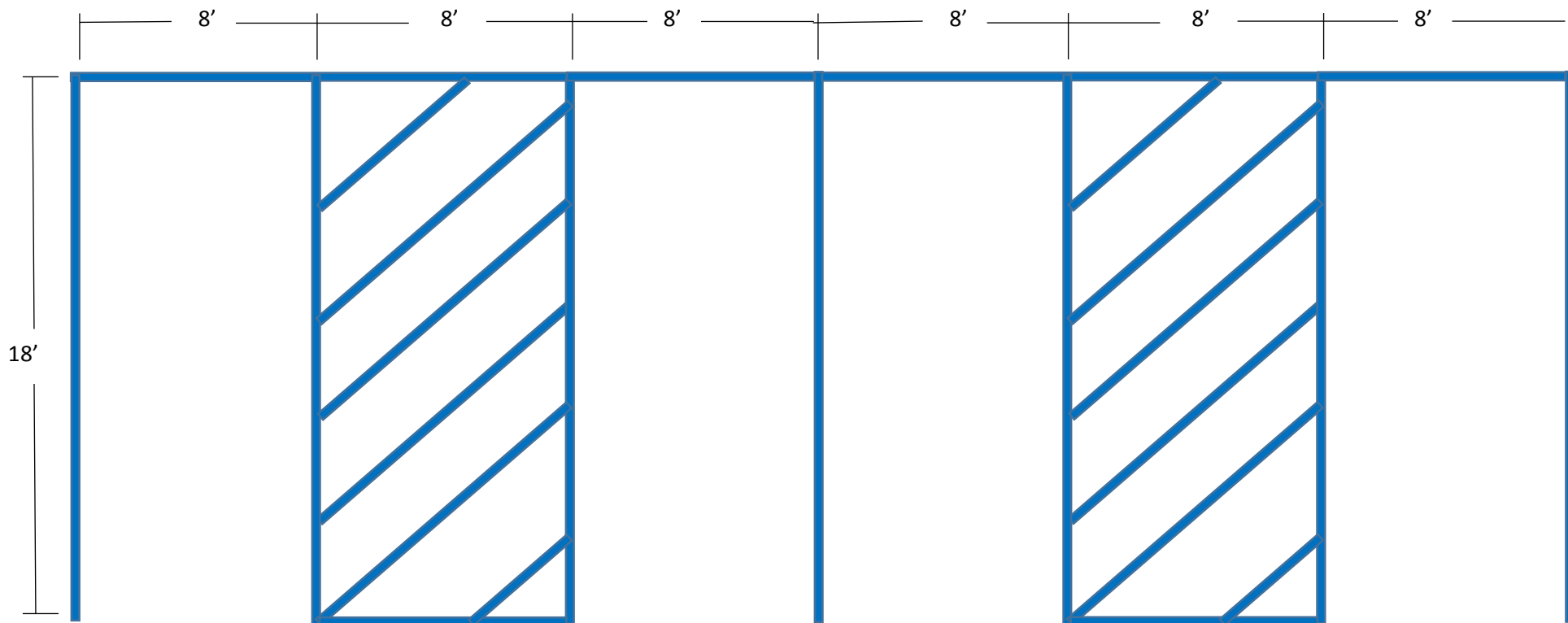


When angled parking is offered the space between the lines must be measured perpendicular to the lines, not along the face of the curb. Angled parking spaces for vans shall have the access aisles on the passenger side because the driver cannot back into the spaces.



Although they are not included here, dimensions and slopes for the curb cut and accessible route are defined.

Accessible parking spaces may be in groups of more than two. A possible arrangement is shown below. Note that an access aisle is not needed between each pair of parking spaces, but that each parking space is adjoined by an access aisle. Accessible spaces need to be dispersed though out the parking area. (Some exceptions exist in special cases.)



The number of accessible parking spaces depends on the total number of spaces available. The number of parking spaces required to be accessible is to be calculated separately for each parking facility, and not based on the total number of parking spaces provided in all of the parking facilities provided on the site. The number of Van Accessible spaces is not in addition to the number of spaces. For example, a parking facility with 83 parking spaces needs to have 4 accessible spaces of which, 1 needs to be van accessible.

Parking spaces in facility	Total Number of Accessible spaces	Number of Van Accessible spaces
1 to 25	1	1
26 to 50	2	1
51 to 75	3	1
76 to 100	4	1
101 to 150	5	1
151 to 200	6	1
201 to 300	7	2
301 to 400	8	2
401 to 500	9	2
501 to 1000	2% of total	1 of every 6 or fraction of 6
1001 and over	20, plus 1 for each 100, or fraction thereof, over 1000	1 of every 6 or fraction of 6

Each accessible parking space is to be designated with a sign. In Minnesota a *van accessible* sign is only needed if some of the spaces do not have at least 98" of vertical clearance. Then the spaces with at least 98" vertical clearance need a *van accessible* sign. The bottom of the sign shall be at 60" minimum and 66" maximum above the surface.



The *van accessible* sign may be added below either sign.



An accessible route must exist between the access aisle and accessible entrances of the building or facility.

Accessible routes should:

- Have firm, stable and slip resistant surfaces
- Be at least 36" wide
- Have running slope no more than 1:20, steeper than 1:20 may require a ramp
- Have cross slope no more than 1:48
- Not have vertical changes greater than $\frac{1}{4}$ "

More specifications for accessible routes can be found in the 2010 Standards for Accessible Design

